



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Sixteenth Meeting (MIDRMA Board/16)
(Amman, Jordan, 14 – 16 January 2020)

Agenda Item 4: RVSM Monitoring and related Technical Issues

MINIMUM MONITORING REQUIREMENTS (MMR)

(Presented by MIDRMA)

SUMMARY

This paper presents the current monitoring burden for aircraft registered by the 15 States assigned to MIDRMA to meet the ICAO Annex 6 Part 1 Long Term Height Monitoring Requirements (MMR), as of December 2019.

Action by the meeting is at paragraph 3.

REFERENCES

- MID RVSM SMR 2018 Version 0.2

1. INTRODUCTION

1.1 An early decision by the Regional Monitoring Agency Group (RMACG) agreed to maintain the Minimum Monitoring Requirement (MMR) table as a live document outside of the RMA Manual Doc 9937, so that any developments as to new aircraft, new avionics, and new insights into improvement or failure in achieving the goals in the MMR could be addressed without engaging the requisite cost and slowness of a publishing cycle for the Manual.

1.2 In order to accomplish the ICAO Annex 6 Long-Term Height Monitoring (LTHM) requirements, the MIDRMA coordinated with all Member States to publish their MMR which reflects all aircraft required to be monitored for each MIDRMA Member State, the MMR is available in the MIDRMA website (www.midrma.com) which is reviewed and updated by the MIDRMA.

1.3 To keep track of the monitoring burden to each MIDRMA Member State according to ICAO Annex 6 part 1 LTHM requirements and the global MMR, the MIDRMA continuously maintains a database of approvals and height monitoring history for each aircraft registered and RVSM approved by States under MIDRMA's responsibility. This paper provides an update on the MIDRMA monitoring burden as of December 2019.

2. DISCUSSION

2.1 The majority of current aircraft types are eligible for RVSM airworthiness approval under group approval provisions. These provisions permit the defining of aircraft-type groups consisting of aircraft types which are designed and assembled by one manufacturer and are of nominally identical design and build with respect to all details that could influence the accuracy of height-keeping performance. It is not normally necessary to monitor all airframes within a monitoring

group providing an adequate sample is available and the performance of the group is within the satisfied parameters. The minimum monitoring requirements (MMR) document lists the aircraft types which are eligible for RVSM approval under the group provisions and the groups to which they belong. It also indicates the level of monitoring that should be expected for each operator.

2.2 The MIDRMA consider height monitoring a high priority safety issue and failure to respond to the required height monitoring may jeopardize safety of aircraft as well as risk the implementation of RVSM. The MIDRMA continues to coordinate very closely with other RMAs to exchange all available height monitoring results, particularly with the Euro RMA and the FAA North American Approvals Registry and Monitoring Organization (NAARMO) who are providing height monitoring results to the MIDRMA for any MID RVSM Approved aircraft flying over their Height Monitoring Units (HMUs).

2.3 The meeting may wish to note that MIDANPIRG/17 (Cairo, Egypt, 15-18 April 2019) endorsed Conclusion 17/6 concerning the RVSM MMR and Monitoring Conditions, the MIDRMA noticed a strong response from the extreme majority of MIDRMA member states to comply with this conclusion which helped to achieve a very high percentage never achieved before of monitored aircraft within the ICAO Middle East region.

*MIDANPIRG CONCLUSION 17/6: RVSM MINIMUM MONITORING
REQUIREMENTS AND CONDITIONS*

That, the MIDRMA Member States be urged to:

- a) take necessary measures to ensure their aircraft operators fully comply with ICAO Annex 6 provisions related to long-term height monitoring requirements, based on the MMR Tables;*
- b) comply with the MID RVSM MMR Conditions published in the MIDRMA website; and*
- c) withdraw the RVSM Approvals of aircraft not complying with the State MMR before 1 July 2019.*

2.4 The total number of RVSM approved aircraft registered by the MIDRMA member states is **1869** aircraft, the MIDRMA continuously monitor the validity dates of height monitoring for all these aircraft and keep all member states fully aware of the validity status through the Minimum Monitoring Requirement software available in the MIDRMA website, the Auto Online MMR Tool enabled the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and identify aircraft that are non-compliant with the ICAO Annex 6 part 1 requirements for height-keeping performance. The MIDRMA is the only RMA using this kind of tool, which is available on the MIDRMA website (www.midrma.com).the idea of this software is unique and never been developed by another RMA yet and its used as an online tool linked with the MID RVSM approvals database constantly updated with the member states approvals list.

2.5 Since, January of 2019 the MIDRMA decided to program the MMR software to send automatic reminders on a monthly basis for all member states to send their updated RVSM approval list, also the software started to send a monthly summary reports with the validity status for all the RVSM approved aircraft in the Middle East region. These reminders helped all MIDRMA focal points for airworthiness issues to react before the height monitoring expiry dates and instruct airline operators to conduct height monitoring when necessary.

2.6 The table below reflects the monitoring burden valid for December 2019 for all MIDRMA member states, the MIDRMA would like to take this opportunity to thank all member states focal points for airworthiness issues for their continuous follow up to comply with RVSM height monitoring as per ICAO Annex 6 Part 1 requirements.

MID STATES RVSM AIRCRAFT MINIMUM MONITORING REQUIREMENTS

| MID States | RVSM APPROVED A/C | HAVE RESULTS OR COVERED | NOT COVERED | NOT COVERED IN % | A/C MMR |
|--------------|-------------------|-------------------------|-------------|------------------|-----------|
| Bahrain | 57 | 56 | 1 | 2% | 1 |
| Egypt | 153 | 135 | 18 | 12% | 14 |
| Iran | 212 | 188 | 24 | 11% | 4 |
| Iraq | 39 | 37 | 2 | 5% | 2 |
| Jordan | 44 | 39 | 5 | 11% | 4 |
| KSA | 266 | 260 | 6 | 2% | 4 |
| Kuwait | 61 | 51 | 10 | 16% | 7 |
| Lebanon | 28 | 24 | 4 | 14% | 2 |
| Libya | 28 | 26 | 2 | 7% | 2 |
| Oman | 75 | 60 | 15 | 20% | 7 |
| Qatar | 284 | 284 | 0 | 0% | 0 |
| Sudan | 21 | 18 | 3 | 14% | 3 |
| Syria | 14 | 11 | 3 | 21% | 3 |
| UAE | 581 | 562 | 19 | 3% | 10 |
| Yemen | 6 | 0 | 6 | 100% | 5 |
| TOTAL | 1869 | 1751 | 118 | 6% | 68 |

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and discuss the performance monitoring target achieved;
- b) request member states to close their MMR as quickly as possible; and
- c) urge States to continuously check and comply with their monitoring burden as published in the MIDRMA website <https://midrma.com/en/monitoringResults>.

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